

bill that the plaintiff had communicated with the clerk of the works only, but considered that he was in fact acting under the direction and with the sanction of the defendants. Now this appeared to be the fact, and was admitted by the demurrer. His (the Vice-Chancellor's) opinion was, that notwithstanding the contract, the course which the guardians had pursued placed them under an obligation which was enforceable in that court.

NOTES IN THE PROVINCES.

THE new Portland stone lighthouse at Shoreham is now completed, and to act in lieu of the old wooden erection. Its construction was superintended by Mr. Samuel Sanders, the harbour-master of the port, who planned the fabric.—Mr. Ferrey, having made a survey of Sherborne Abbey Church, proposes—1st, To remove all the galleries, by which not only will the appearance of the interior be improved, but a far better accommodation be made for the congregation; 2nd, To take away the present incongruous altar-piece, and open the arches behind it, now closed up; 3rd, Either to scrape the walls and ceiling, to show the original stone, or if that prove unsuccessful, to give the whole, when scraped, a thin wash of one warm stone colour; 4th, To gild the fine bosses, and give the proper colours to such as bear heraldic devices. The estimated expense is about 5,000*l.*—Trinity district church, Yeovil, was consecrated on Wednesday fortnight. It is a cruciform edifice, in the early English style, of Yeovil stone, with a nave, north and south aisles, north and south transepts, and chancel; and is estimated to accommodate 1,000 persons; sittings chiefly free.—The new church of Illogan, Cornwall, noticed in our last week's *Builder*, was opened on Wednesday fortnight. It is said to be a very large and handsome structure, in the perpendicular style.—The Assembly Rooms at Cheltenham have been extensively repaired and embellished for the winter dancing campaign, which was opened with the first of a round of balls on Monday week.—The Halstead vestry lately met to consult on the necessity of lighting the town with gas, when, by a majority of one, this very select vestry voted for the light rather than the darkness. A contemporary suggests that, as these Halstead illuminati, who need no gas, are determined to propagate their sect, and at least to convert the "majority of one" back to their own old light, "the schoolmaster should be sent to Halstead to clear the way for the gas-fitter."—The parochial authorities of Clabro', near East Retford, having liberally granted a larger rate than usual for the purpose of completely restoring the north wall and roof of their parish church, the work has been done, and the church, it is said, so substantially restored, that it will stand in need of little, if any, repair for many years to come—an example which some others in that district would do well to imitate.—The Doncaster Town-hall was to be pulled down in course of this past week, to make way for the new buildings. There seems to be a desire that the figure of Justice, which stands now, on which stood, on the top of the old building, and which is the workmanship of Nollekens' assistant, Guise, should occupy a like position on the pediment of the hall about to be built.—The Norfolk Railway Company have contributed the very handsome sum of 1,000*l.* towards the erection of the new church at Thorpe Hamlet, Norfolk.—The new works at Yarmouth Pier are of rather an extensive description. According to particulars furnished by Mr. William Teasdale, the deputy-engineer, they commenced about the middle of April last, since which time 920 piles have been driven, covering an extent of 1,043 feet. There are 30,378 superficial feet of piling, and the extent to which they are driven into the ground is 1,079 feet, or 3,260 yards. The extent will be more readily appreciated, from the statement made that very nearly two miles of wood have been driven into the ground in about six months. Similar works have been in progress at Lowestoft.—The new cemetery at Rotherham was consecrated on the 24th ultimo. It consists of about three acres of sandy soil, well situated on dry and sloping ground, three-quarters of a mile south-east of the town.—The first stone of the Victoria Dock, at Hull, was laid on Fri-

day last, without much ceremony, as the opening of both the railway dock and of this more extensive undertaking, are to be held as more fitting occasions for public display. The stone was laid by the chairman of the Hull Dock Company, in presence of Mr. Hartley, the engineer; Mr. Murray, the contractor; and others, and the workmen were presented by the chairman with 20*l.* to celebrate the event.

—The foundation-stone of a new church, to be erected with funds almost entirely contributed by working people, was laid at Preston on Wednesday week before last.—The church recently erected at Aston-Magna was consecrated on Thursday, same week.—From a semi-official statement, it appears that up to the close of week before last, 110,251 persons were receiving employment and wages in Ireland through the Board of Public Works, but owing to the riots of the idle and disorderly peasants of the county of Clare, the Lord Lieutenant has suspended for the present all the public works in that district. Large payments had been made for works in the barony of Upper Tulla, County Clare, a great proportion of which (exceeding 20,000*l.*) had already received the approval of the proper authorities.

RAILWAY JOTTINGS.

IN the case of the Tring, Reading, and Basingstoke bankrupt Railway Company, the directors will have to go through nearly the same unpleasant formalities as if they were individually bankrupt, although, by 7th and 8th Vict., cap. 3, sec. 2, such bankruptcy is not to be construed to be that of the individual. The supposed reason why no other railway companies have availed themselves of the act of last session (9th and 10th Vict. c. 28), for the facilitation of the dissolution of railway companies, subject to the provisions of the Act (7th and 8th Vict. c. 3), for winding up the affairs of joint-stock companies in general, is, that the directors have in general been strong enough, either in the confidence of the scripholders, or as scripholders themselves, to prevent scripholders from taking the management of the winding up out of their hands, by declaring the company bankrupt; which three-fifths of a meeting composed of one-third of the scripholders can at any time do. As to the rights of paying directors to recover from others, we may refer to previous jottings.

—A new, though previously-suggested, mode of applying the propelling power to carriages on railways has been reproduced or reinvented by Captain F. Freissau von Neudegg, who formerly directed the studies of the sons of the Arch-Duke Charles of Austria. This consists in the conveyance of the propelling power of the engine to the axles of the carriages, so as to make the advance of the whole train independent of the mere adhesion of the locomotive's wheels to the rails, and thus so far to obviate the anomalous principles on which our whole railway system has been hitherto based. Each carriage will thus become a locomotive *per se*, or rather in *se*—only having its locomotive power legitimately imparted to it by the engine carriage, through appropriate machinery; not illegitimately, if we may so speak, through the mere influence of the ponderosity of the engine in gripping the rails with its wheels. The advantages of such a system in the ascent of steep gradients would be obvious. The same officer has invented a break, by means of which a train may be conveyed down hill with perfect safety without diminishing the rate of speed. Carriages built on the principle of Captain Freissau (previously patented, it is said, in this country by a Mr. James), have been already tested on a line with a rise of 1 in 40, and are reported to have drawn a dead weight of 600 tons at the minimum rate of 14 German miles (8 English miles) an hour, and conveyed the same down an inclined plane with perfect safety.—Captain Brandreth, Royal Engineers, is appointed one of the Commissioners for the supervision and regulating of railways, with a salary of 1,200*l.* a year.—Sir John Tyrell has been highly distinguished by the Eastern Counties Railway Company, who, in honourable recollection of services long past, have accorded to him, the unprecedented privilege of stopping any train for his convenience, at Boreham, where there is no station, by merely displaying a flag.—

A Liverpool correspondent of *Herepath's Journal* says that the Croydon Railway is to be again converted into an entirely locomotive line.—Lord Harborough and his redoubtable engineering and other railway combatants have at length proclaimed an honourable truce. Indeed, while the tunnel line to the south of Stratford-park is to be abandoned, his lordship has agreed, for a consideration, that the railway is to cross a small portion of the park near the celebrated "battle field," itself, at Basiley-bridge. For this privilege, and for the land taken for the railway through his Leicester and Rutland estates, his lordship is to be compensated with the sum of 25,000*l.*—Something like an expense of 100,000*l.* is vaguely hinted at as being probably necessary to repair the breaches and keep out the sea from the South Devon line at the scene of the late disaster. It surely cannot be meant that the contractors are to pay for such enormous improvements. Indeed the company's engineer, Mr. Brunel, has formed an extensive plan of restoration, irrespective altogether, it would appear, of what was previously done, or ought to have been done, by the contractors, in the original construction of this part of the line; and the directors, it is said, will spare no effort or expense on what is deemed "a life and death affair to the shareholders and the public." Cargoes of limestone were of late continually arriving at the field of enterprise; 80 to 150 men and 27 horses were employed, and 32 additional masons were required. A sandstone cliff of great height has been blasted off to the perpendicular, and other extensive works are in progress.—During the late storm, great damage has been done by the sea to a portion of the railway works at Penmaenmawr, on the Chester and Holyhead line. A considerable extent of the sea-wall, on the Bangor side of the cliff, has been destroyed; and all the materials, masons' tools, &c. washed away. It is said that 2,000*l.* will barely cover the damage.—On Thursday week the contractors for the York and Market Weighton line, forming the more direct route between York and Hull, were let by the York and North Midland Directors. The works for the formation of the line were let to Messrs. Jackson and Beau, who constructed the Bridlington and Hull railway. The construction of the stations and other buildings was let to Messrs. Burton and Son, of London.—The rain seems destined to break up and wash away the North British line entirely, as if it were so much structure reared out of ice and mud. One dilapidation follows another in regular succession, and some parts of the line must be a total wreck already. The *Newcastle Journal* gives the following as the most recent dispatches:—"A portion of one of the embankments at Lamberton, where the line approaches within a few yards of the sea, gave way yesterday week. One of the temporary bridges reported by General Pasley to have been secure, and perfectly satisfactory to him, has also been swept away. This occurred on Saturday; and on Monday the large wooden beams, or piles, were picked up some distance from the spot where they had been placed, and were to remain as enduring monuments of mechanical legerdemain and paradoxical science. But the disasters are not confined to the embankments and the bridges. The Whinstone cuttings have been in many places ruptured by the recent frosts and thaws, trifling as they have been, and masses of stone and earth have descended, like vast avalanches, on the line, burying the railway, and interrupting the progress of the trains. Only on Thursday morning a train from Edinburgh was on the point of being buried by one of these displacements, the escape being almost miraculous."—The Barentin viaduct, on the Rouen and Harre line, was opened on the 25th ultimo. "The solidity and beauty of the work, says *Galignani*, drew forth the warmest commendations from gentlemen who, as directors of the most esteemed railways in England, may fairly claim a judgment on the merits of such constructions; and when the extent of work, upwards of 100 feet in height and 1,500 feet in length, rebuilt in a short time (six months) is considered, it will be acknowledged that the energetic exertions of the contractors deserve the highest praise."—Such is the demand for Irish labourers on French lines; that they can earn from 5*l.* to 6*l.* a day, while the native workmen only receive from 3*l.* to 3*l.* 6*l.*